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Metro 2040 Framework Update, Fall 1996/Winter 1997

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2040 framework

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Metro 2040 Framework Update

Fall 1996/Winter 1997

Metro Council Accepts Growth Management Functional Plan

Giving Local Governments the Tools for Building 2040

To build a quality structure, a carpenter must have the right tools. To maintain a livable community while accommodating growth, local governments also need the right tools. Instead of hammers, saws and drills, cities and counties will have performance measures, specific regulations and housing and employment targets. The Metro Council has accepted, pending review of the legal and technical aspects, a set of local government "planning tools" in the form of the Urban Growth Management Functional Plan. The council is scheduled to formally adopt the plan in mid-November.

There is a pressing need for such planning tools, given the combination of explosive growth and the region's continued commitment to quality of life. Today there are about 131,000 more people living in the three-county region than there were five years ago. That rate of growth equates to 75 additional people every day. Or, as

By 2017, Metro expects 497,000 more people to live here.

Metro likes to say, "We'll have 75 more people here by dinnertime than we had at breakfast." By 2017, we expect 497,000 more people to live here.

The functional plan is the result of many months of Metro working closely with its local government partners and the public.

The Metro Policy Advisory Committee (MPAC), a committee of elected officials and citizens from throughout the region, has been an important partner in helping Metro meet growth issues head-on, rather than waiting until the growth occurs and then taking action. Local leaders are working with their citizens to begin implementing local changes now, while Metro continues its regional, long-range growth plan, called the Regional Framework Plan.

The functional plan is the first regional planning tool that has behind it the force of law. It will require local

continued on next page



Metro is the directly elected regional government that serves more than 1.3 million residents in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area.

Metro is responsible for growth management, transportation and land-use planning; solid waste management; operation of the Metro Washington Park Zoo; regional parks and greenspaces programs; and technical services to local governments. Through the Metropolitan Exposition-Recreation Commission, Metro manages the Oregon Convention Center, Civic Stadium, the Portland Center for the Performing Arts and the Expo Center.

Metro is governed by an executive officer, elected regionwide, and a seven-member council elected by districts. Metro also has an auditor who is elected regionwide.

For more information about Metro or to schedule a speaker for a community group, call 797-1510 (public affairs) or 797-1540 (council).

For more information about job opportunities at Metro, call 797-1777.

Metro's web site:
<http://www.multnomah.lib.or.us/metro>

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governments to change some of their ordinances to address specific issues. MPAC carefully reviewed and refined the functional plan during the past 18 months. In a strong show of support for the document, MPAC voted unanimously to forward the functional plan to the Metro Council for adoption.

The Urban Growth Management Functional Plan creates land-use tools to achieve the following goals:

Allowing more efficient development of land

Efficient development of land will be established by population and job growth targets for each jurisdiction based on vacant land and redevelopment opportunities within its borders. Vacant land close to transit corridors such as light-rail lines offers the best opportunity to build compact new communities with housing and retail.

Reducing parking in future developments

Increased efficiency of lands used in commercial development and a reduction of the required amount of parking also match Metro's growth management goals. Parking will be reduced primarily in areas where frequent transit service is provided, pedestrian accessibility is good and land-use patterns encourage more walking, biking, transit and other non-auto trips. Metro also is working with business and neighborhood groups to encourage more innovative approaches to meeting parking needs, such as shared parking.

Protecting stream corridors

Protecting streams is a priority. Vacant lands immediately adjacent to streams must be protected to reduce flooding hazards to people and property, and allow monitoring of water quality and conservation of fish and wildlife habitat.

Managing future retail store locations

By carefully controlling the location of new "big box" retail businesses, retail investment will be encouraged in existing centers, rather than in areas that are set aside for industrial and other employment uses not adequately served by transit or that have strong transportation systems. Retail uses generate three to four times the traffic per employer.

"Big boxes" are retail stores with more than 60,000 square feet of retail space, usually with a very large parking lot. Under the functional plan, big boxes will continue to serve a vital role in the region but likely will be located more conveniently, with other nearby uses.

Keeping roads accessible

In keeping with the Regional Transportation Plan, Metro and the local jurisdictions will work to ensure that regional roads continue to serve both freight and auto trips in a way that avoids unacceptable levels of congestion. Street design and traffic performance standards will be put into place to meet the entire range of transportation needs – from industrial freight and high-speed throughways to pedestrian-friendly boulevards and attractive choices for traveling by a means other than a car.

Creating affordable housing

To promote housing affordability, Metro will encourage public and private ventures to build an adequate supply of affordable housing and reduce the regulatory barriers for manufactured housing parks.

Checking the progress of implementation

To monitor the progress of the region's counties and cities in implementing the functional plan, Metro will establish performance measures. "These performance measures will allow

Metro and its local partners a chance to examine on a regular basis how well, or how poorly, growth management plans are being implemented and to take corrective action as needed," said Metro Executive Officer Mike Burton, who developed the idea of the performance measures. While there are some differences of opinion on specific segments of the functional plan, the council recognizes the need to move forward on this plan, particularly on parking and "big box" retail.

Next steps

After adoption of the functional plan, the next policy decision facing the Metro Council will be to identify urban reserves and discuss whether to expand the urban growth boundary. Urban reserves, required by state law, are areas just outside the current urban growth boundary that may be brought into the UGB at some point in the future to accommodate growth. The Metro Council expects to receive considerable citizen input at public hearings scheduled for November. A schedule of meetings can be found on the back page.

The functional plan represents an important step toward completion of the Regional Framework Plan, required by Metro's voter-approved charter to be adopted by Dec. 31, 1997. The public will be invited to give comments on the Regional Framework Plan early next year.

If the provisions of the functional plan represent the carpenter's tools, the Regional Framework Plan is equivalent to the carpenter's complete tool box. The Regional Framework Plan will give local governments a comprehensive resource on all issues related to growth management.

For more information contact the Metro Growth Management Services Department at 797-1562, call the hotline at 797-1888 or send e-mail to 2040@metro.dst.or.us.

Metro and partners agree on "livability targets"

Most important in managing the region's growth is efficient use of land inside the urban growth boundary. Metro and the local cities and counties have agreed on "livability targets" for housing and new jobs during the next 20 years. Every jurisdiction is helping to prevent sprawl and preserve farm and forest land by designing compact communities and absorbing its share of growth efficiently. This team effort has resulted in the capacity for many households and jobs *to be located within the current UGB*. These targets occur gradually over a 20-year period or longer as the region grows.

Livability targets for households and employment approved as Title 1 of the Urban Growth Management Functional Plan

Jurisdiction	Dwelling Unit Capacity	Job Capacity
Beaverton	15,021	25,122
Cornelius	1,019	2,812
Durham	262	498
Fairview	2,921	5,689
Forest Grove	2,873	5,488
Gladstone	600	1,530
Gresham	16,817	23,753
Happy Valley	2,030	1,767
Hillsboro	14,812	58,247
Johnson City	168	180
King City	182	241
Lake Oswego	3,353	8,179
Maywood Park	27	5
Milwaukie	3,514	7,478
Oregon City	6,157	8,185
Portland	70,704	158,503
River Grove	(15)	41
Sherwood	5,010	8,156
Tigard	6,073	14,901
Troutdale	3,789	5,570
Tualatin	3,635	9,794
West Linn	2,577	2,114
Wilsonville	4,425	15,030
Wood Village	423	736
Clackamas County	19,530	42,685
Multnomah County	3,089	2,381
Washington County	54,999	52,578
Total	243,993	461,633

Citizens Participate in Planning and Building Green Infrastructure



A 114-acre access point to the Tualatin River in the Scholls community in Washington County includes a portion of Baker Creek and the historic site of the first mill in the area.

An important key to this region's future livability is staying green while we grow. Using land more efficiently *could* result in the loss of natural and open spaces if we aren't careful. But Metro and its local partners have taken, and will continue to take, important steps to make sure both natural and urban settings co-exist effectively.

A Legacy of Public Involvement

Metro's Regional Urban Growth Goals and Objectives (RUGGOs) identify the importance of providing reasonable access to nature and establishing a regional system of parks, natural areas, trails and greenways to support fish and wildlife populations. Over the years, citizens in the region have participated in many ways to assure that the Portland metropolitan area has a strong green infrastructure.

Citizens, local governments, businesses and other organizations worked countless hours to establish a Metropolitan Greenspaces Master Plan, creating a cooperative regional system of parks, natural areas, open space, trails and greenways for wildlife and people. Adopted in 1992, the master

plan identifies 57 regionally significant natural areas and 34 trail and greenway corridors for protection. They include forests, meadows, wetlands, lakes and streams interconnected by more than 350 miles of trail and greenway corridors.

Opportunity to Get Involved

The Metro Regional Parks and Greenspaces Advisory Committee is made up of citizens who participate in parks and open spaces planning and operation. The committee reviews, comments and makes recommendations to the Metro executive officer and council on the policies, plans, programs and the proposed annual

budget for the Regional Parks and Greenspaces Department.

Committee members have opportunities to get involved with a variety of park-related public involvement meetings, community events and activities. "Volunteering to serve on the committee has been a great way to be directly involved in the future of our parks and greenspaces," said Bob Akers, committee chairman.

People also can get involved in the development of master plans for new or existing park facilities. As new open space is acquired, an extensive planning effort will be necessary to assure natural resources are protected and appropriate public uses identified. Opportunities for involvement include membership on a project advisory committee, attending public workshops, completing surveys and submitting written comments and oral testimony on the master plan to the Metro Council.

Planning is currently under way for Oxbow Regional Park in the Sandy River Gorge and Howell Territorial Park on Sauvie Island. The Howell

Ten acres in a residential area of southwest Portland will provide protection to Tryon Creek, which runs through the site.



Territorial Park Master Plan, due to be released this fall, recommends facility and program improvements designed to increase public enjoyment of the park's natural, recreational and cultural values while maintaining the pastoral quality of the historic farm.

The Oxbow Regional Park Master Plan, scheduled for release this winter, will identify both immediate and future facility improvements and recreational and educational opportunities while preserving the park's natural habitat.

Successfully providing an adequate system of parks, open space, natural areas, trails and greenways as the metropolitan region grows requires the continued interest and involvement of local governments, businesses and citizens.

For more information about regional parks and greenspaces, volunteer opportunities or to receive a copy of Metro GreenScene, call Metro Regional Parks and Greenspaces at (503) 797-1850.

The Peninsula Crossing Trail will connect the Willamette and Columbia rivers in North Portland. Public workshops will be scheduled soon for design alternatives for the trail, the only capital project funded with bond monies.



In Clackamas County, 374 acres in the Clear Creek Canyon drainage include creek-side riparian areas, open meadows and forested lands.

Metro Acquires 1,158 Acres of Open Spaces

In May 1995, voters of the region approved a \$135.6 million bond measure to acquire important open spaces identified in the Metropolitan Greenspaces Master Plan. The funds will be used to acquire more than 6,000 acres of natural open spaces in 14 regional target areas, in addition to about 40 miles of trail and greenway corridors.

So far about 1,158 acres of open spaces have been acquired regionwide with Metro's Open Spaces, Parks and Streams bond measure funds. Specifically, Metro has acquired the following acreage in the following bond measure target areas:

- Clear Creek Canyon** – 374 acres (two contiguous parcels)
- Fanno Creek Greenway** – 2 acres (one parcel)
- Forest Park** – 122 acres (three separate parcels)
- Marquam Woods/Terwilliger Boulevard** – 19 acres (one parcel)
- Newell Creek Canyon** (near Oregon City) – 65 acres (three contiguous parcels)
- Sandy River Gorge** – 349 acres (three separate parcels)
- Tualatin River Access** – 114 acres (one parcel)
- Tryon Creek Linkages** – 24 acres (three separate parcels)
- Willamette River Greenway -Willamette Cove** – 27 acres (one parcel)
- Jenne Butte** – 19 acres (one parcel)
- Gales Creek** (in Forest Grove) – 43 acres (one parcel)

Total acres acquired as of Sept. 23, 1996 = approximately 1,158 acres

For more detailed information on Metro's open spaces acquisitions, or to request information, call Metro's open spaces hotline, 797-1919.

Metro Awards Innovative Clean Water Projects

A multi-disciplinary panel of judges has selected winning entries in a four-county stormwater design competition. The program, sponsored by Metro and a coalition of public and private partners, is part of a regional effort to address stormwater management and natural resource protection issues. These issues play an important role in keeping the water resources of the region clean as we grow.

Examples of the award-winning designs and management practices include:

Unified Sewerage Agency's Water Quality Laboratory by Walker & Macy

Situated on six acres just above the Jackson Bottom wetlands, this new 31,000-square-foot environmental testing lab monitors water quality within the jurisdiction of the USA in Washington County. A separate environmental learning center focusing on the Jackson Bottom wetlands is planned for future construction.

Elements of the lab include minimizing disruption to the natural environment; capturing, re-using and exhibiting creative stormwater handling; restoring degraded areas with indigenous species; and incorporating education/interpretive features throughout the site. The laboratory serves as a showcase for innovative stormwater management and natural resource protection and enhancement.

Heritage House by Neil Kelly Designers, Remodelers

Built within the Street of Dreams complex on an extremely steep grade with challenging landscaping conditions, the Heritage House presented



USA's innovative design features demonstration bioswales (foreground) which filter stormwater runoff from the adjacent parking lot and rooftops.

significant stormwater run-off issues. In addition, the designer of this single-family residence was required to leave the site in the same pre-development condition after the job was completed. The solution to these challenges and the design that garnered the project a merit award, included the installation of a 500-gallon holding tank connected to the rain drain system to collect roof surface water. Situated at the low end of the property, the water from the tank is pumped uphill using gravity pressure to another holding tank that feeds a drip-irrigation system and a pop-up lawn sprinkling system. The design has received local and national news coverage and is slated to appear in Home and Garden Magazine.

Metro South Station by CSF Treatment Systems/W&H Pacific

Metro South Station processes about 370,000 tons of solid waste every year. Add to this equation truck traffic pollutants, liquids draining from waste trucks, and stormwater runoff traveling down a 300-foot-long swale discharging directly into a retention pond and you begin to get a sense of the challenges faced at Metro South.

The pond was the focus of improvement efforts for the existing treatment system, with a compost stormwater filter (CSF) being installed. The CSF filters through leaves, a sustainable resource, which once were either burned or disposed of in a landfill. After its use as stormwater filter, the leaf compost material can be reused in landscaping applications, including erosion control.

A catalog of entries from the competition will be published later this year. It will serve as a handbook of innovative development projects that effectively protect and enhance the water quality of the region.

Co-sponsors of the awards program include the Metro's Growth Management Services Department, Unified Sewerage Agency of Washington County, the city of Portland Bureau of Environmental Services, Clackamas County Utilities Department, Clark County Surface Water Management Department, the Oregon Department of Environmental Quality, the Natural Resources Conservation Service and local conservation districts.

For information about the water resource program, call the Metro Growth Management Services Department, 797-1839.

Main Streets are Popping up all Over

Chances are that the neighborhood business areas near you are showing healthy signs of life; perhaps they're even thriving. These areas, typically defined by that classic center of the small American town, the "main street," have been prospering in mature communities and "popping up" in the newer communities. It's no accident that these business areas are doing well. Several of Metro's most basic growth management goals are best served by successful main streets all over the region.

The official definition of a main street is a neighborhood area with opportunities for working, shopping and living. A strong transportation system is a must, with plenty of options for mass transit, driving, bicycling and walking.

Some main streets have been around since the days of the horse and buggy. Others have bloomed in response to new communities growing up around the region. Regardless of the character or age of a main street, its function is a vital one in helping to prevent sprawl.

A thriving main street is the result of hard work and dedication of business people and residents with the help of local governments. Following are just



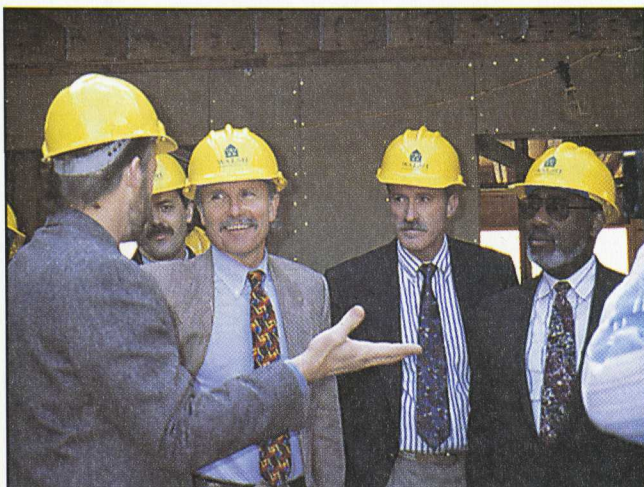
West Linn's Willamette District represents a traditional main street revitalized through a renewed focus on providing services and shopping for the local community.

a few of the main streets, either new or improved, that have started to flourish recently:

Martin Luther King Jr. Boulevard

This area in Northeast Portland is one of the most rapidly changing main streets in the region. Neighborhood and business associations, as well as a number of regional, state and local governments, are working together to increase the economic opportunities and improve pedestrian accessibility in the area. Between 1996 and 1997, more than 500 new housing units will be complete on the boulevard, providing customers for local businesses and revitalizing the community.

Oregon Gov. John Kitzhaber, Metro Executive Officer Mike Burton and Metro Councilor Ed Washington tour one of the projects on Martin Luther King Jr. Boulevard as part of the joint redevelopment process initiated by Metro, the state of Oregon, city of Portland, neighborhood associations and business groups.



Belmont Street

Located in Southeast Portland, the Belmont area has considerable potential as a thriving main street. Currently, it has an interesting mix of compact housing and small shops. Pedestrian and transit access is very strong, partially because it is built on a grid layout that followed streetcar lines developed at the turn of the century. An innovative development occurring on Belmont Street is the conversion of the Belmont Dairy building into a mix of housing (including affordable housing) and retail.

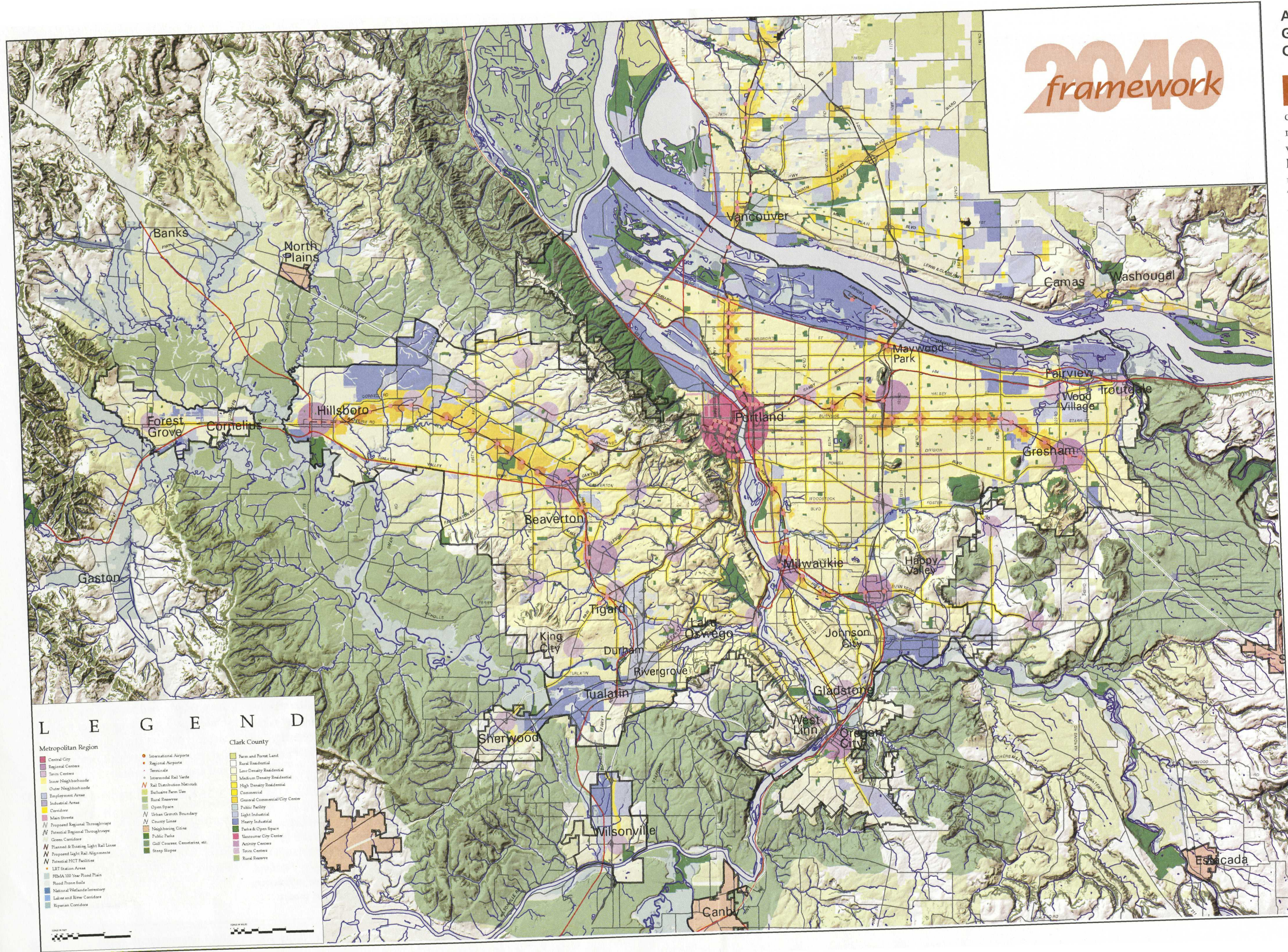
Willamette District

West Linn's historic main street on Willamette Falls Drive has been around since before West Linn was a city. Recently, private developers have refurbished some of the historic buildings. The resurgence of the main street is evident from the freshly painted storefronts with new offices and apartments upstairs.

Cornelius

Surrounded by rich farm and forest land and situated along the Tualatin River, Cornelius calls itself "Oregon's Family Town." This small but growing

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About the Growth Concept Map

The Region 2040 growth concept is a long-range outline for what the region will look like from now until the year 2040. The growth concept was adopted by ordinance in December 1995 by the Metro Council.

The growth concept calls for a more compact urban form, particularly along major transportation corridors and in areas of new development. The emphasis is on innovative and well-designed housing types, such as accessory apartments above existing garages and single-family detached houses on smaller lots. Major new commercial and retail development will be located near major light-rail and bus corridors.

The reason the growth concept calls for a more compact urban form is that the region's population is growing rapidly. Without the growth concept, the region's urban growth boundary would have to be expanded enormously, resulting in sprawl and reduced livability.

LEGEND

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| <p>Metropolitan Region</p> <ul style="list-style-type: none"> Central City Regional Centers Town Centers Inner Neighborhoods Outer Neighborhoods Employment Areas Industrial Areas Corridors Main Streets Proposed Regional Throughways Potential Regional Throughways Green Corridors Planned & Existing Light Rail Lines Proposed Light Rail Alignments Potential HCT Facilities LRT Station Areas PEMA 100 Year Flood Plain Flood Prone Soils National Wetlands Inventory Lakes and River Corridors Riparian Corridors | <p>Clark County</p> <ul style="list-style-type: none"> International Airports Regional Airports Terminals Intermodal Rail Yards Rail Distribution Network Exclusive Farm Uses Rural Reserves Open Space Urban Growth Boundary County Lines Neighboring Cities Parklands Golf Courses, Cemeteries, etc. Steep Slopes Farm and Forest Land Rural Residential Low Density Residential Medium Density Residential High Density Residential Commercial General Commercial/City Center Public Facility Light Industrial Heavy Industrial Parks & Open Space Vancouver City Center Activity Centers Town Centers Rural Reserve |
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2040-Style Developments Help Build Community

New housing construction is happening throughout the region – much of it giving an emphatic nod to the dual consumer demand for using land efficiently and creating “good density” through innovative, quality design. Many recent housing projects in the metropolitan area exemplify the kind of development that strengthen our communities and help them thrive in the face of increased population growth. By challenging developers to build structures that support regional growth plans, the region is witnessing examples of innovative new projects that will help protect our livability and that are appealing to many consumers.

Some recent community-building projects and their developers include:

Centerpoint

Vibrant new communities are planned all along the Westside light-rail transit route. When trains begin service in 1998, new homes, apartments, offices and shopping centers will be poised to take advantage of this convenient new transportation option. One community, Centerpoint, is already occupied. Part of a larger planned development, Centerpoint offers nearly 300 apartments within a few minutes walk of the Beaverton Creek Station near Murray Boulevard and Milken Way in Beaverton. Employees of the many nearby high-tech companies will be able to walk or bike to work.



Ladd's Addition Bungalows

Historic Ladd's Addition is a neighborhood very close to downtown Portland that enhances community through design. It was developed in the early 1900s with radial streets, circular rose gardens and alleyways behind the houses. It is the perfect

area for innovative redevelopment of a 10,000-square-foot lot that had only one house on it – abandoned since a fire in the 1970s.

Nanette Watson of Willamette Valley Development proposed building a four-townhouse project. She labeled

them “bungalows” because they are rowhouses with a design reminiscent of old-style bungalows. Watson's project had to pass neighborhood association and historic design review approval. The development will have alleyways behind the rowhouses in keeping with the rest of the neighborhood. Two of the units will have accessory studios over the garage for a total of six dwelling units. The project has been very well received, with most of the units sold during construction. The bungalows illustrate how infill can be sensitive to the style and character of a neighborhood.





photo: Aaron Geis



photo: Aaron Geis

Gresham Central Apartments

Some residents of this new development near downtown Gresham literally can step out their front door and catch the MAX train. Gresham has encouraged higher efficiency residential development as part of an effort to revitalize its central business district and take advantage of the convenience of light rail. The project offers 90 units attractively positioned along a pedestrian promenade. The units are quickly filling up. Renters will have 900 to 1,200-square-foot living spaces in a townhouse-style layout. Within a few blocks are stores, services and restaurants on Gresham's main street. Main City Park and an entrance to the Springwater Corridor recreational trail are also just a short distance away.

Lloyd Center Apartments

An exceptional example of an efficient, mixed-use development can be found at Northeast Weidler and 15th Street in Portland. The newly completed Lloyd Center Apartments will offer 200 residential apartments and 12,600 square feet of retail space on only two acres. The location will provide tremendous convenience for its residents. With just a short walk, residents will find transit service, shopping and entertainment. The Lloyd Center Apartments exemplify the 2040 growth concept's goal of providing housing near jobs, services and shopping.

Lloyd Center Apartments, shown here under construction, are a great addition to the Lloyd District/Broadway community.

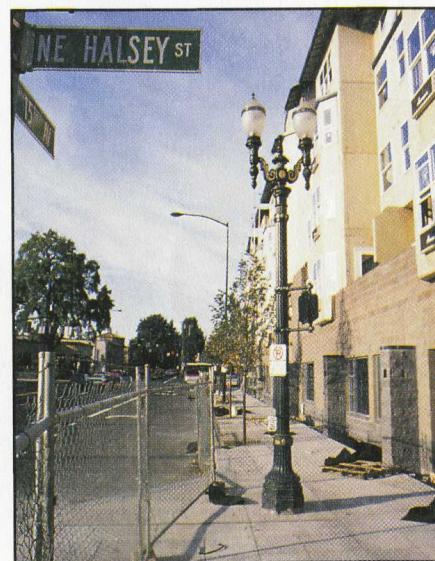


photo: Aaron Geis

2040 On the Move

Transportation Choices for Our Region



Downtown Portland's transit mall accommodates a range of transportation options from light rail and buses to pedestrians, bikes, autos and trucks.

In July 1996, the Metro Council adopted new policies that support the 2040 growth concept and recognize the critical role transportation plays in the continued economic health and livability of our region. These policies provide direction for completing a major update of the Regional Transportation Plan and form the first chapter of the plan.

The transportation policies were developed in cooperation with local governments, the help of a citizens advisory committee and input from hundreds of citizens who wrote letters, testified at public hearings and participated in surveys.

The guiding principles of the policies are to:

- involve the public in all aspects of transportation planning

- use the transportation plan to leverage development envisioned in the growth concept
- ensure that both transportation and land-use benefits are considered when making transportation funding decisions
- place a priority on protecting the region's natural environment and livability

The policies contain specific goals and objectives for all modes of travel in and through our region. In addition, they include new street and road design concepts that are tailored to the specific needs of each 2040 land use. For example, concentrated activity centers, such as the central city and regional centers, will be served by boulevards. A boulevard treatment will

Citizens advisory committee meetings

The Regional Transportation Plan Citizens Advisory Committee meets monthly to advise Metro during the process of updating the plan. The committee's 21 members live and work throughout the region and bring a broad range of experiences and views to the committee. The committee meets at 6 p.m. the first Tuesday of each month at Metro Regional Center, 600 NE Grand Ave., Portland. All meetings are open to the public and include an opportunity for public testimony. For more information, call (503) 797-1900 or TDD (503) 797-1804.

emphasize public transportation and pedestrian and bicycle travel while balancing the many transportation demands of intensely developed areas to avoid unacceptable levels of traffic congestion (see accompanying article on walking).

Important Choices for the Region

While the new policies provide direction for completing the Regional Transportation Plan, many important choices remain:

- How do we balance the sometimes conflicting goals and objectives for each mode of travel to create a transportation system that meets the needs of the region during the next 20 years?
- How will we determine if goals are being met?
- How will the region comply with the state Transportation Planning Rule, which requires metropolitan areas to reduce reliance on the car and reduce vehicle miles of travel per capita during the next 20 to 30 years?
- What are the critical regional transportation projects that must be funded within the next five years? Which projects will be a priority for funding in the next 10, 15 or 20 years?
- What improvements to the region's public transportation system are needed?
- What standard for congestion is needed to meet the mobility objectives for the region? What can we afford?
- How should we invest limited transportation dollars to meet our goals?

To see how to best serve the region's growing population during the next 20 years, Metro will look at a range of transportation system alternatives, each of which will test a different combination of transportation modes.

One set of alternatives will examine the effects of varying levels of investment in the public transportation system and pedestrian access to transit, combined with moderate levels of investment in roadway improvements for autos, trucks and bicycles. Another set will look at varying levels of investment in roadway improvements combined with a moderate level of investment in public transportation.

A travel forecasting model that predicts travel patterns will allow us to look at how each alternative would affect transit ridership, traffic congestion, access to jobs, movement of goods and many other factors. Next spring, Metro will release a report that evaluates the alternative scenarios.

Your opinions and input will be needed to choose a preferred alternative.

How to Get Involved

To be involved, you can:

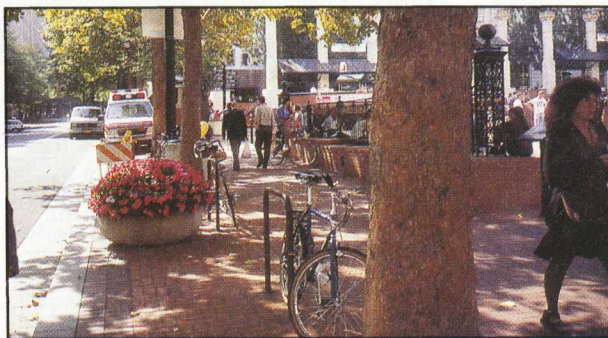
- have your name added to our mailing list to receive notices, reports and other mailings
- attend public meetings and workshops
- provide testimony at citizens advisory committee meetings and public hearings
- review and comment on staff or citizens advisory committee recommendations

Metro transportation hotline, (503) 797-1900

Call for meeting times, to request information or to add your name to our transportation mailing lists.

2040 On the Move

Walking



Portland's No. 1 pedestrian attraction, Pioneer Courthouse Square, has wide sidewalks oriented to transit, curb extensions, bicycle parking and amenities such as benches, drinking fountains, street trees and planters.

Walking is the most basic form of transportation. It links us to our cars, bicycles, buses and light rail. Everyone is a pedestrian, including those using wheelchairs and other mobility assistance. Walking can be the quickest way to accomplish short trips in urban areas, your neighborhood or near your place of work.

Last April, citizens who participated in a survey at Metro open houses ranked adding pedestrian facilities as one of the most important strategies for improving transportation in our region.

Walking is a key element of the policies adopted by the Metro Council as part of the Regional Transportation Plan Update. The policies call for development of a regional pedestrian system – including sidewalks, multi-purpose paths, pedestrian districts; bus shelters, street crossings and lighting; benches, landscaping and wide planting strips.

Encouraging walking and improving access to public transportation are primary goals of the regional pedestrian system. Additional goals include:

- designing communities so walking is convenient
- implementing projects that are likely to increase walking

- improving walkway connections to bus stops and rail stations
- encouraging those who walk, bike and drive to share the road safely

The next step in the Regional Transportation Plan update is to identify and prioritize needed pedestrian improvements based on their ability to meet these goals. For more information, call Metro's transportation hotline, (503) 797-1900 or TDD (503) 797-1804.

Did you know?

- Approximately 9 percent of all trips made in the region are accomplished by walking.
- Walking accounts for more trips in the region than bicycles and transit combined.
- Walking trips in neighborhoods with pedestrian-friendly atmospheres have reached almost 30 percent of total trips made by the residents.
- While most walking trips are relatively short trips, the next alternative for many of those same trips would be by automobile, which impacts the traffic levels on our roads.

Relief for Traffic Congestion Under Study



chosen by the Federal Highway Administration to consider the possibilities of peak period pricing incentives to reduce congestion. The purpose of the two-year study jointly sponsored by Metro and the Oregon Department of Transportation is to determine if peak period pricing can be an effective tool to relieve traffic congestion in the region.

Peak period pricing is a way to charge drivers a variable fee, which is higher during congested periods, allowing some drivers to choose to take alternate routes or other modes of transportation. The comprehensive study will evaluate the benefits, costs, and social and environmental effects of a broad range of peak period pricing options. Metro will provide information and seek comments from the public through a series of public open houses, workshops, meetings and focus groups.

A 15-member independent task force of community and business leaders has been appointed by the Metro Council to oversee the study. Task force members are providing a broad-based perspective to ensure a thoughtful and thorough analysis of all the issues. At the conclusion of the study, the task force will make recommendations to the Metro Council and the Oregon Transportation Commission about whether an appropriate peak period pricing demonstration project should be developed and tested within the Portland area.

Our initial public research indicates that people in the region are concerned about traffic congestion and want something done about it. They recognize the need to use existing roadways more efficiently. They also are more likely to support peak period pricing to reduce traffic congestion

Throughout the 2040 process, Metro has heard repeatedly that traffic congestion is a major concern for citizens of the region. Being able to get to work, to services, to shopping and to recreational destinations in a relatively short time is a key livability issue. Accordingly, Metro has made accessibility for the regional transportation system a priority in its 2040 planning.

Metro also is examining another possible remedy to traffic congestion in a Traffic Relief Options Study. The Portland area is one of nine cities

Natural Hazard Planning

Playing a Role in Growth Management

As Metro continues to develop plans for how the region will grow during the next 50 years, we also have to consider how changes in the region could affect the region's ability to prepare for and respond to natural hazards such as earthquakes. In response to this need, Metro has created a Natural Hazards Mitigation Program.

In September, the Metro Council approved the report of the Metro Advisory Committee for Mitigating Earthquake Damage. The report, entitled *Using Earthquake Hazard Maps in Land-Use Planning and Building Permit Administration*, will help state and local governments

understand and use the hazard maps generated by Metro and the Oregon Department of Geology and Mineral Industries. The council will also consider incorporating the mitigation goals and policies described in the report into the Regional Framework Plan.

Since 1992, Metro and the Department of Geology have worked together to produce seismic hazard maps showing areas where the geology is more likely to cause damage in an earthquake. About 60 percent of the region has already been mapped. As part of the project, Metro continues to evaluate buildings for seismic risk, identify vital systems (such as electric

power, gas, telecommunications, etc.) and key facilities (such as fire stations, medical services, facilities storing or using hazardous materials, etc.). Metro's geographic information system then can be used to identify the region's vulnerability to the earthquake hazards. The hazard mapping will be concluded in early 1997.

Our knowledge of the impact of other natural hazards including floods, landslides, winter storms, windstorms, volcanic eruptions, wildfires and droughts has improved during the course of the earthquake project. A survey aimed at identifying current policies, ordinances and administrative rules or codes for mitigating these



Commercial Parking Can Use Land Efficiently, Too

When Metro studied how much of the region's land is used for storing cars, researchers found that about 5,300 acres of the three-county region are devoted to commercial parking. This includes parking lots at stores and office buildings but does not include residential parking for houses or apartments.

How much land is 5,300 acres? Picture Portland's Forest Park and Washington Park combined. Those two parks take up 5,100 acres of land. Imagine that whole area covered with parked cars! For another visual comparison, imagine a parking lot the size of Oregon City. That's a lot of land for parking cars, which points to the need to examine how commercial parking can accommodate the needs of shoppers and use less land.

Shared parking study

Metro applied for and received a federal transportation grant to study shared parking. Shared parking refers to parking used by more than one type of activity to make better use of the space. An example would be a church parking lot – vacant much of the week – sharing its parking lot with a nearby office building or grocery store.

Another example is patrons of a movie theater being able to use the same parking spaces at night that were filled earlier in the day by office workers.

Metro's study of shared parking will result in a model ordinance that local cities may adopt. The model ordinance is a fill-in-the-blank law that a city can customize with its own specifications and adopt without having to develop one from scratch. The study also will result in a handbook that discusses some of the concerns about shared parking, both on an individual level (business A sharing parking space with business B) and on a district level (the parking supply and demand of an entire shopping district).

Shared parking provides other benefits besides allowing more intense use of valuable urban land. By using fewer parking surfaces (which don't absorb water well), we reduce the amount of wastewater runoff that must be collected and treated. That means that, in addition to using land more efficiently, shared parking also will help with the region's water quality and supply.

when they have a choice about using the program and when revenues are being used to provide a new facility or transit alternatives.

To be added to the Traffic Relief Options study mailing list, request information or be notified of meetings, call the Metro transportation hotline, (503) 797-1900.

hazards was sent to local governments recently. The results of the survey will shed light on how prepared our region is for natural disasters.

The Metro Council also recently approved the formation of a Natural Hazards Technical Advisory Committee (HAZTAC) to consider measures that local governments, businesses and residents can take to reduce damage from natural disasters. An announcement will be sent out soon soliciting applications for the committee.

For more information, call Metro Natural Hazards Mitigation Program, 797-1725.



At Albina Corner on Northeast Martin Luther King Jr. Boulevard, businesses and the residents of 44 apartments share just 42 parking spaces.

Interests and Concerns Shared by the Metro Council

In the midst of considering the Urban Growth Management Functional Plan, several Metro councilors expressed their views on the issues at stake and the decision-making process.

Councilor Don Morissette *District 2*

The challenges of growth require more than just one-issue positions. While the UGB is easy to defend politically, there are tradeoffs to this popular but narrow approach. I fear that land and housing costs will be driven up, hurting people economically and promoting a new kind of sprawl by increasing long-distance commutes from surrounding areas. We are pushing too hard with what are otherwise good plans. Balance is the key to the lasting health of the 2040 plan. While I continue to support a UGB expansion of 8,000 to 10,000 acres, I still believe in the 2040 growth concept and the goal of using land more efficiently. It is not a question of intent, but of degree.

Presiding Officer Jon Kvistad *District 3*

Our responsibility, as your regional government, is to ensure that the citizens of this region have a say in how and where we as a community grow. This Metro Council will seek out comments from our neighborhoods and community so that the decisions we make fully reflect our common goals for a safe, affordable and livable future. It is my intention to develop, implement and facilitate a strong council process to make Metro's critical land-use and planning decisions by Christmas of this year. Let me be clear on one thing: everyone in this region has a very real stake in the

manner in which our region grows. It will directly affect how we and our future generations live and where we work. These are critical decisions for our future. In fact, it is possibly one of the most important set of decisions to be made in Oregon in a generation. With your help, this process and this decision will be a sound one for this community and our future.

Deputy Presiding Officer Susan McLain

District 4

Metro and its regional partners have worked well together to define a better process and product for management of the urban growth boundary that will carry the region well into the 21st century. This body of work will help provide the opportunity for a vital and livable place for our children and grandchildren.

Councilor Ed Washington *District 5*

I am optimistic that the Metro Council's process will be fair. Even

though my fellow councilors' views are all over the map on expansion of the UGB, I think we will come together and make a policy that will be fair and justifiable.

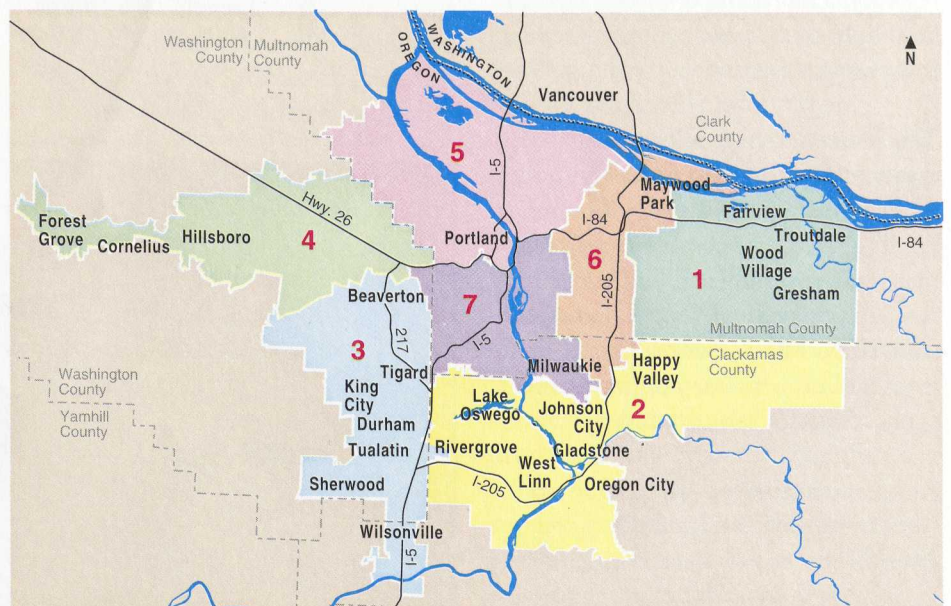
Councilor Patricia McCaig *District 7*

Through the 2040 process, I am committed to protecting this region's wonderful natural resources and the quality of life we all enjoy. And the way to do this is by a thoughtful, well-informed planning process.

For information on the council, or to set up a speaking engagement, call 797-1540.

Visit Metro on the Web!

<http://www.multnomah.lib.or.us/metro>



Region Gets National Kudos for Our Unique Quality of Life

This region has received a considerable amount of nationwide attention during the last two years for its unprecedented approach to planning for future livability. Dozens of reporters and hundreds of elected officials from around the country have visited the Portland metropolitan region to find out how and why Metro, its citizens and local governments are so successful.

Here are just a few recent excerpts from newspaper articles about Metro and this region's enviable quality of life.

Main Streets

continued from page 7

town, located between Hillsboro and Forest Grove, is taking steps to shape its own identity. Working with Metro and a state-funded grant, Cornelius is planning its downtown main street district to better serve the residents and continue to build a strong community.

"... The key to Portland's success is a regional approach."
– *Wall Street Journal*, Dec. 26, 1995

"Nearly 40 percent of downtown employees travel to work on light rail and buses in the Pacific Northwest city (Portland area), which is drawing raves for its innovative transportation system and inner-city revitalization ... As evidence of its cooperative spirit, the Portland area boasts the country's only elected metropolitan governing body that covers parts of three counties."
– *Virginian-Pilot*, Sept. 15, 1996.

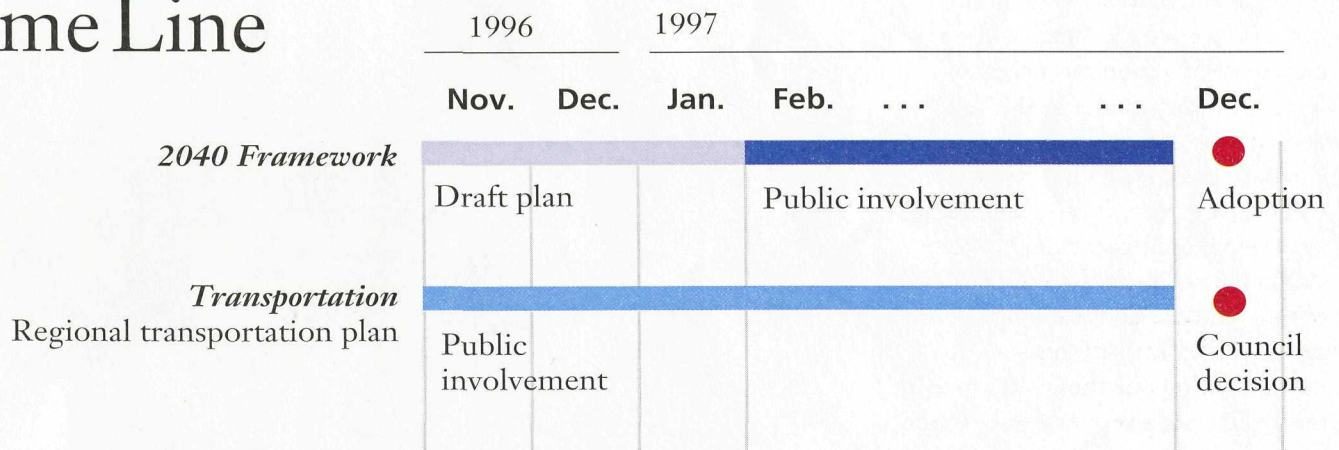
"(Metro's) Region 2040 plan ... the latest step in a land-use process held up as a model around the world." – *Wisconsin State Journal*, July 23, 1995.

"The city (Portland area) should stand strong for at least the next five or six years, thanks to careful planning, a diversified economy and up-and-coming industries ... " – *Entrepreneur Magazine*, October 1996. (For the second year in a row, the Portland metropolitan area was named best large city in the nation for small business).

"Portland, with its long history of sound planning and state growth management, is more open to the new, green approaches than other American regions."
– *Appeared around the country by syndicated columnist Neal R. Peirce*, 1995.

"There is a consensus that how the (Portland) region grows should be a community decision, rather than one made largely by individual landowners or developers." – *Richmond Times-Dispatch*, Oct. 16, 1994.

2040 Time Line



Metro Council Holds Urban Reserve “Listening Posts” Around Region

The Metro Council will hold a series of “listening post” public hearings on urban reserves around the region in mid-November. The public is encouraged to attend one or more of these meetings to give feedback on the potential urban reserves.

Urban reserves are the areas just outside the current urban growth boundary that may be added into the UGB to accommodate future growth. The decision about how many acres are needed in urban reserves and where they will be located rests with the Metro Council. The council preliminarily has designated 23,000 acres as potential urban reserves. Executive Officer Mike Burton has recommended 14,000 acres. Only lands within urban reserves are eligible to be added into the UGB.

The council is scheduled to make a decision on the amount and location of urban reserves in December 1996. Based in part on the urban reserve policy decision, the council likely will make a decision about whether, and by how much, to expand the urban growth boundary in 1997.

“Listening Post” meeting schedule

Thursday, Nov. 14

5:30 p.m.

Gresham City Hall
Council chamber
1333 NW Eastman Parkway
Gresham

Monday, Nov. 18

5:30 p.m.

Richard Brown Auditorium
8777 SW Burnham
(corner of Southwest Hall
and Burnham)
Tigard

Tuesday, Nov. 19

5:30 p.m.

Oak Grove Elementary School
1901 SE Oak Grove Blvd.
Milwaukie

Thursday, Nov. 21

5:30 p.m.

Metro Regional Center
Council Chamber
600 NE Grand Ave.
Portland

**For more information
on “listening posts” or
urban reserves, call the
Metro Council,
797-1540**



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